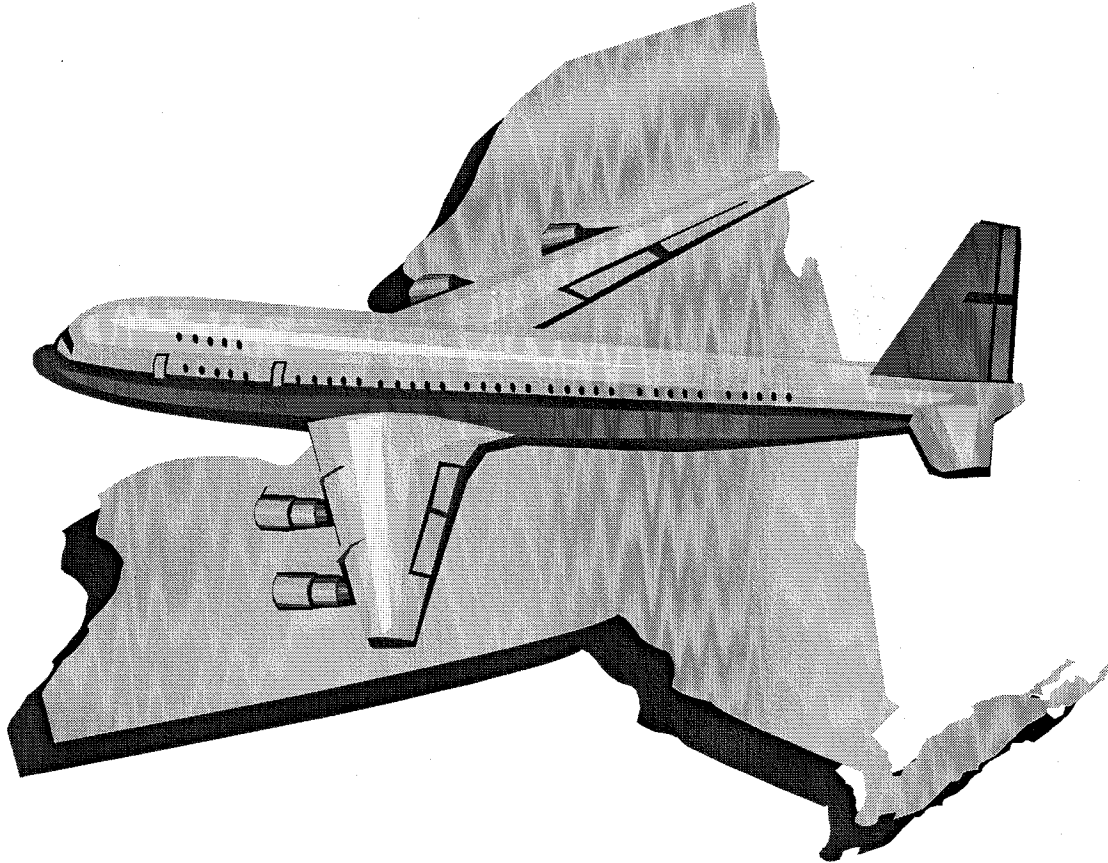


United States Senate

WASHINGTON, DC 20510

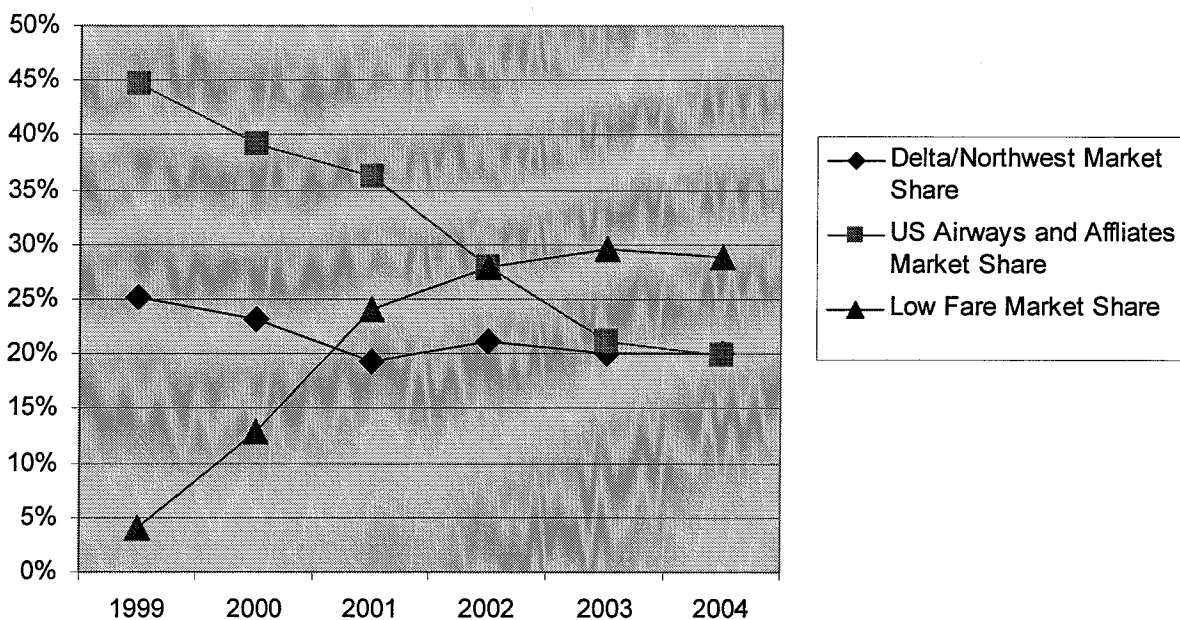


**New York State Air Travel: Low Fare Carriers and
Competition Make Upstate Air Market Healthy
Enough To Weather Delta/Northwest Bankruptcies;
US Airways/America West Merger Will Open More
Markets For Smaller Airports**

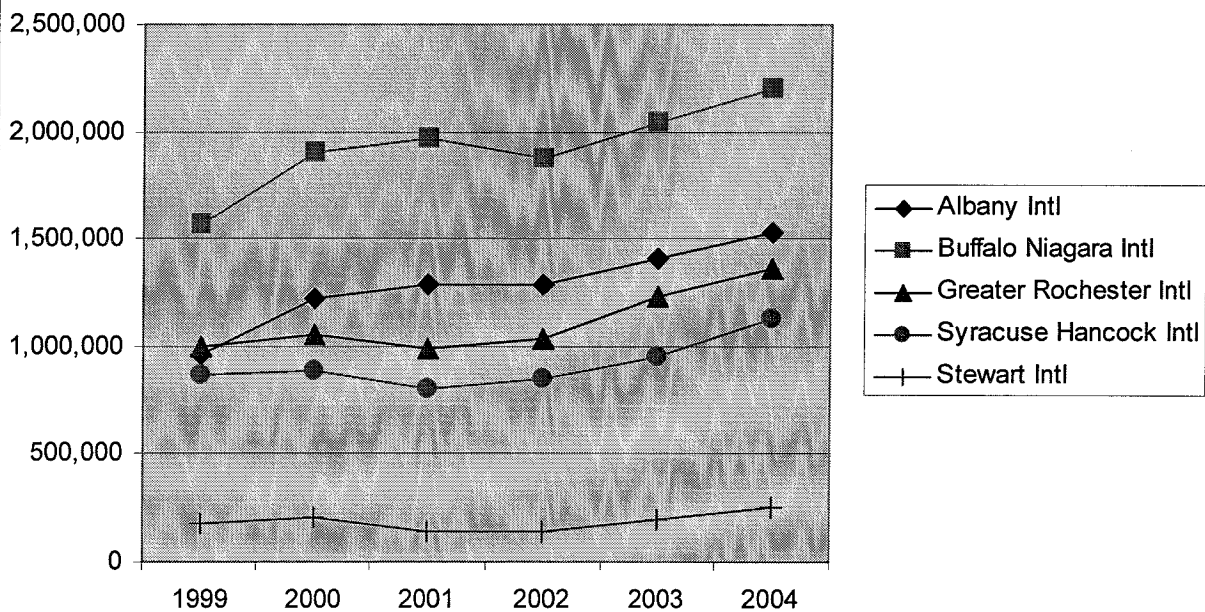
**September 28, 2005
U.S. Senator Chuck Schumer**

All the data in this report comes from the US Department of Transportation.

Upstate New York Airline Market Share 1999-2004

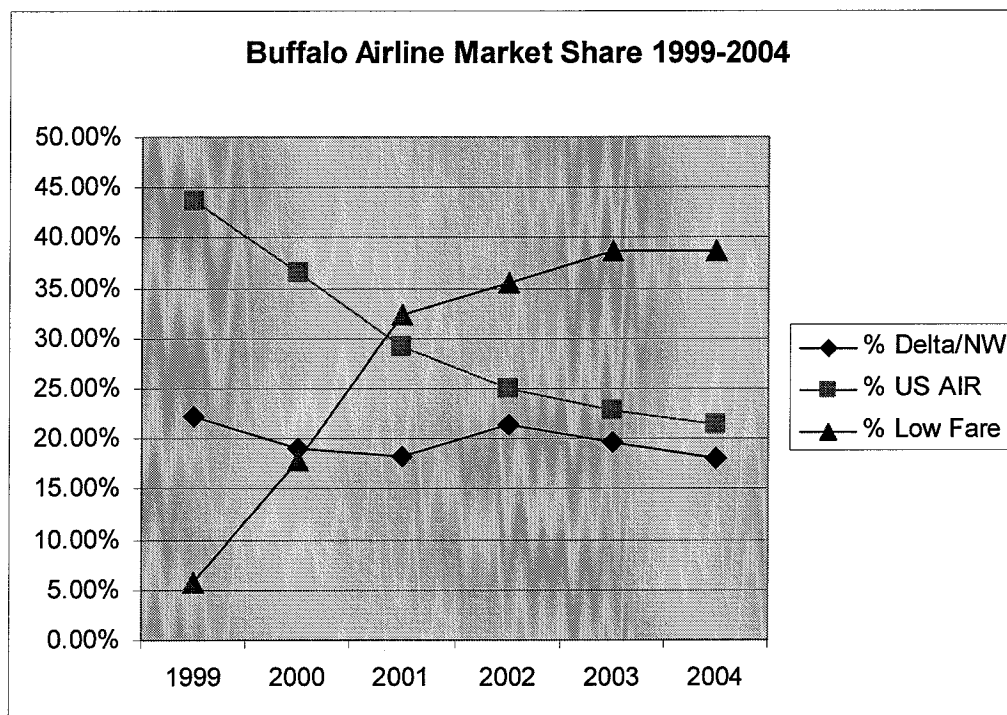


Passenger Growth at Major Upstate Airports 1999:2004



BUFFALO NIAGARA INTERNATIONAL AIRPORT

Buffalo International	Passengers	Average One Way Fare
1999	1,565,972	\$209
2000	1,901,501	\$206
2001	1,967,796	\$128
2002	1,873,498	\$132
2003	2,039,567	\$139
2004	2,206,034	\$135
Change Since 1999	+ 41%	- \$74

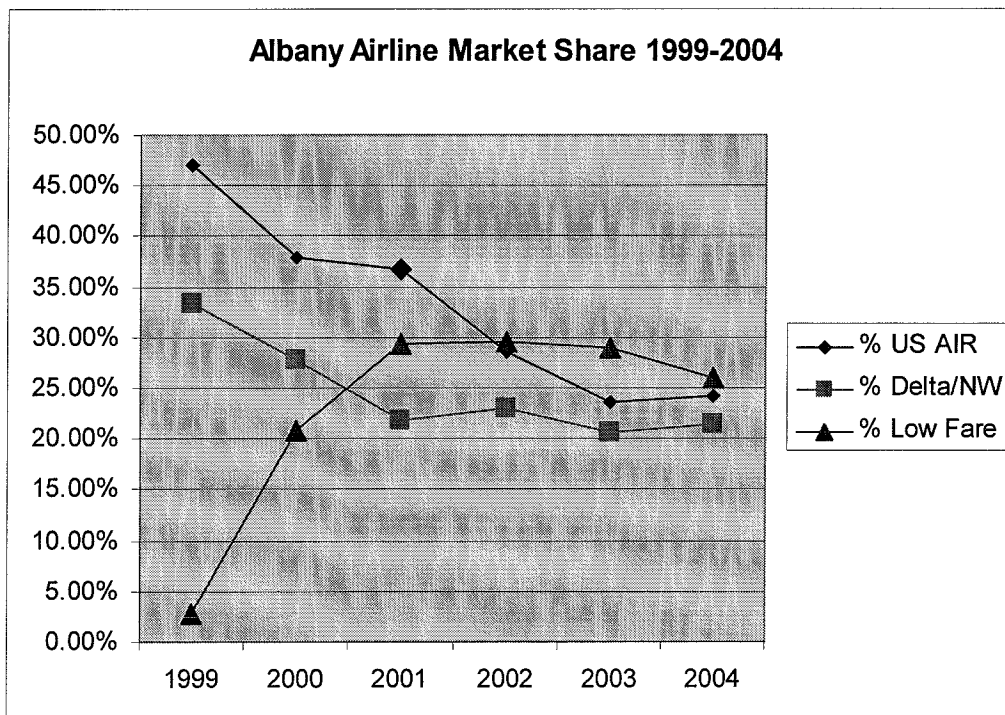


Top destinations from Buffalo-Niagara International Airport			
2004 ranking (1999 ranking in parentheses)	2004 fare	1999 fare	Change in one way fare price, 1999-2004
1 New York - JFK (15)	\$94.00	\$137.00	- \$43.00
2 Atlanta - Hartsfield (2)	\$117.00	\$106.00	+ \$11.00
3 Chicago - O'Hare (1)	\$194.00	\$114.00	+ \$80.00
4 Baltimore - BWI (74)	\$71.00	\$197.00	- \$126.00
5 Detroit Metro Wayne Cnty (5)	\$215.00	\$251.00	- \$36.00
Average change in <u>round trip</u> fare to top five destinations:			-\$45.60

ALBANY INTERNATIONAL AIRPORT

Albany International	Passengers	Average One Way Fare
1999	957,691	\$243
2000	1,226,045	\$217
2001	1,288,796	\$154
2002	1,287,333	\$159
2003	1,405,343	\$168
2004	1,533,203	\$163
Change Since 1999	+60%	- \$80

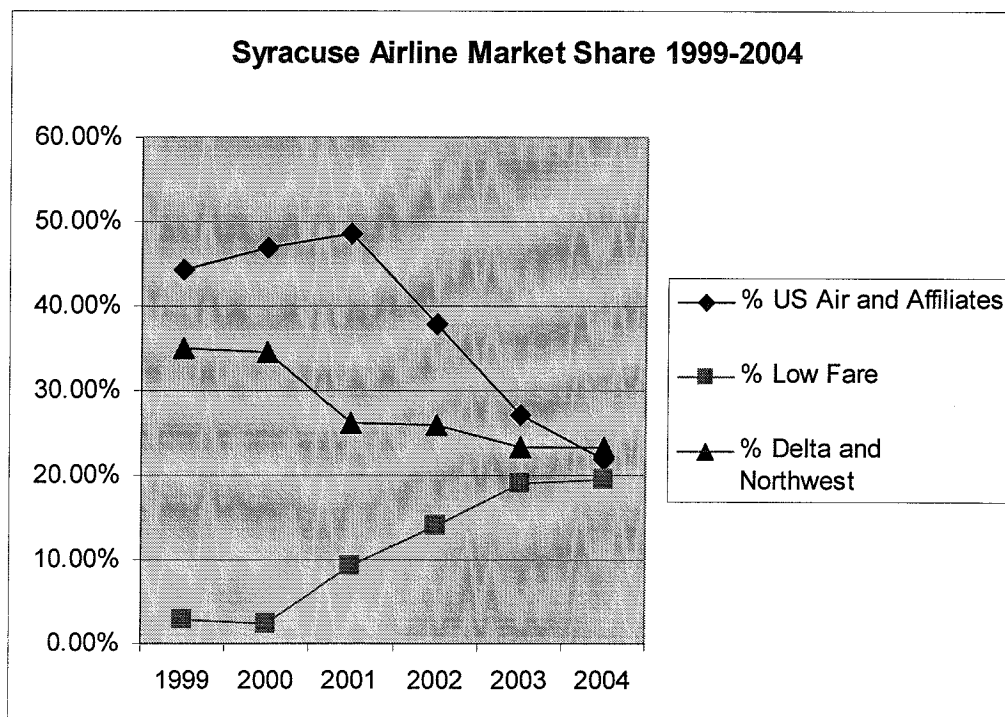
Top destinations from Albany International Airport				
2004 ranking (1999 ranking in parentheses)	2004 fare	1999 fare	Change in one way fare price, 1999-2004	
1 Chicago - O'Hare Int'l (1)	\$174.00	\$239.00	-\$65.00	
2 Baltimore - BWI (81)	\$72.00	\$202.00	- \$130.00	
3 Atlanta - Hartsfield (2)	\$163.00	\$227.00	- \$64.00	
4 Philadelphia Int'l (4)	\$309.00	\$234.00	+ \$75.00	
5 Detroit Metro Wayne (6)	\$187.00	\$216.00	- \$29.00	
Average change in <u>round trip</u> fares to top five destinations:			-\$85.20	



SYRACUSE HANCOCK INTERNATIONAL AIRPORT

Syracuse Hancock	Passengers	Average One Way Fare
1999	868,806	\$229
2000	882,077	\$243
2001	801,926	\$189
2002	847,904	\$180
2003	954,029	\$185
2004	1,130,069	\$177
Change	+30%	-\$52

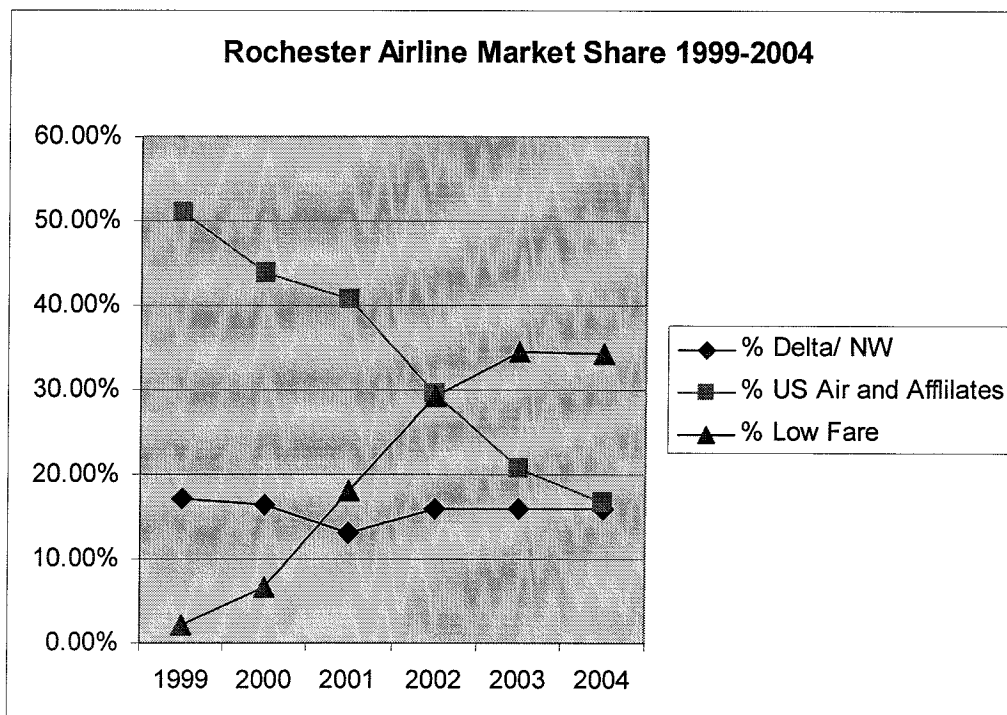
Top destinations from Syracuse Hancock International Airport			
2004 ranking (1999 ranking in parentheses)	2004 fare	1999 fare	Change in one way fare price, 1999-2004
1 Chicago - O'Hare (1)	\$209.00	\$231.00	- \$22.00
2 New York - JFK (12)	\$102.00	\$152.00	- \$50.00
3 Atlanta - Hartsfield (2)	\$161.00	\$201.00	- \$40.00
4 Detroit Metro Wayne Cnty (4)	\$206.00	\$252.00	- \$46.00
5 Washington - Dulles (*)	\$144.00	*	*
* There was no service from Syracuse Hancock to this airport in 1999.			
Average change in <u>round trip</u> fare to top five destinations:			-\$78.66



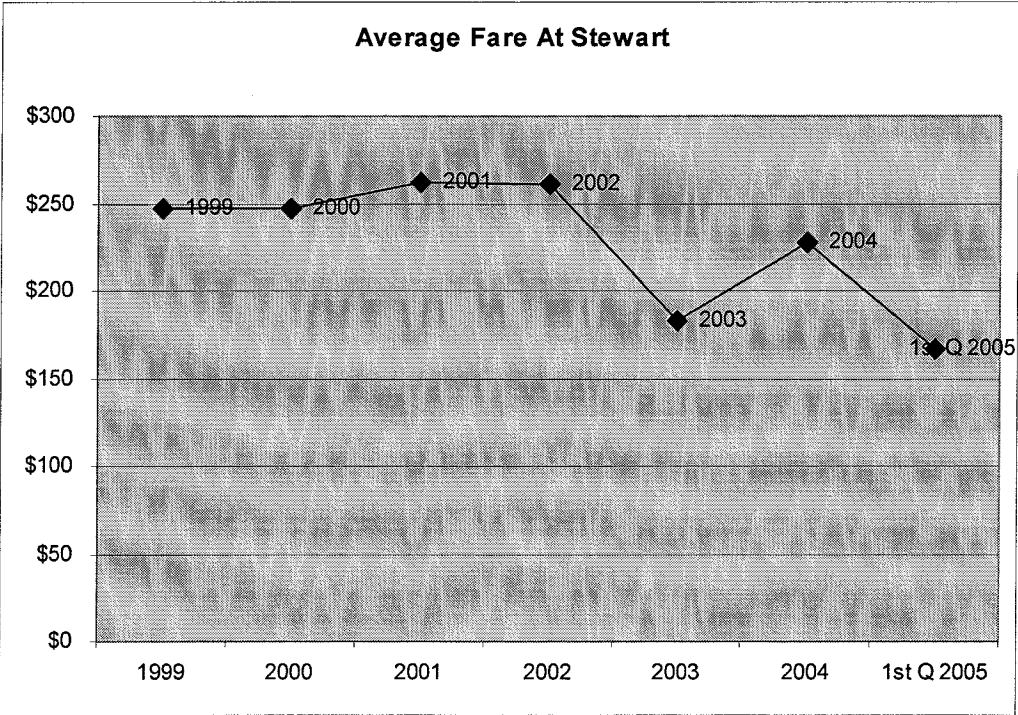
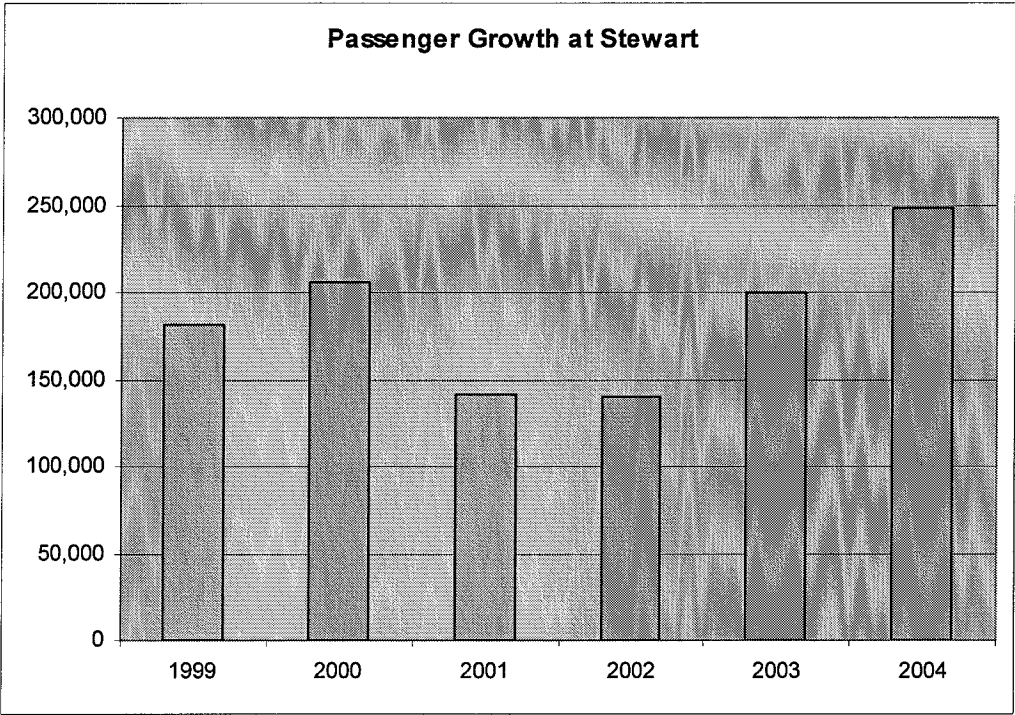
GREATER ROCHESTER INTERNATIONAL AIRPORT

Rochester International	Passengers	Average One Way Fare
1999	1,000,052	\$236
2000	1,057,940	\$239
2001	991,490	\$170
2002	1,034,727	\$154
2003	1,233,097	\$153
2004	1,361,213	\$149
Change	+36%	-\$87

Top destinations from Greater Rochester International Airport			
2004 ranking (1999 ranking in parentheses)	2004 fare	1999 fare	Change in fare price, 1999-2004
1 Chicago - O'Hare (1)	\$205.00	\$252.00	-\$47.00
2 New York - JFK (10)	\$93.00	\$146.00	-\$53.00
3 Atlanta - Hartsfield (4)	\$115.00	\$216.00	-\$101.00
4 Detroit (5)	\$263.00	\$268.00	-\$5.00
5 Philadelphia Int'l (2)	\$273.00	\$213.00	+\$60.00
Average change for a <u>round trip</u> fare to top five destinations:			-\$58.40



STEWART-NEWBURGH INTERNATIONAL AIRPORT



New Markets Served After America West/US Air Merger

DOMESTIC

Albuquerque, NM
Anchorage, AK
Aspen, CO
Austin, TX
Bakersfield, CA
Billings, MT
Boise, ID
Burbank, CA
Carlsbad, CA
Colorado Springs, CO
Des Moines, IA
Durango, CO
El Paso, TX
Eugene, OR
Farmington, NM
Flagstaff, AZ
Fresno, CA
Grand Junction, CO
Kalispell, MT
Lake Havasu City, AZ
Long Beach, CA
Medford, OR
Monterey, CA
Oakland, CA
Omaha, NE
Oklahoma City, OK
Orange/Santa Ana, CA
Palm Springs, CA
Portland, OR
Reno, NV
Sacramento, CA
Salt Lake City, UT
San Antonio, TX
San Luis Obispo, CA
San Jose, CA
Santa Barbara, CA
Sioux Falls, SD
Spokane, WA
Telluride, CO (seasonal)
Tucson, AZ
Wichita, KS

41 Domestic Destinations

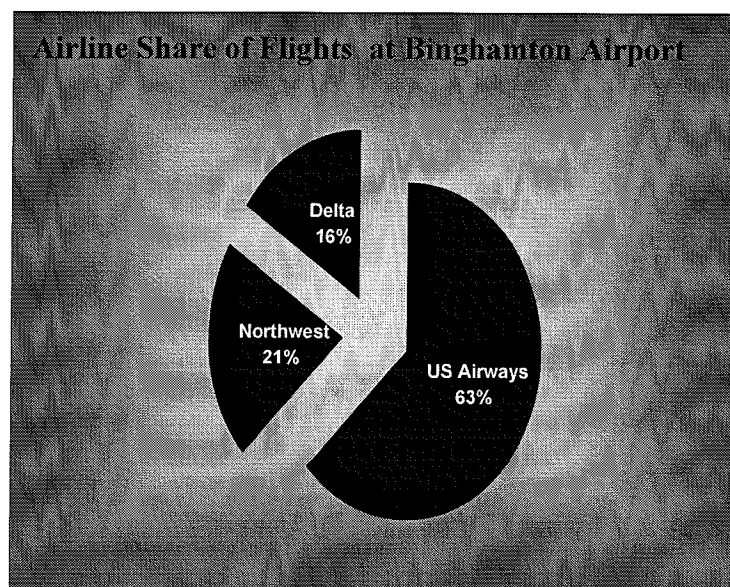
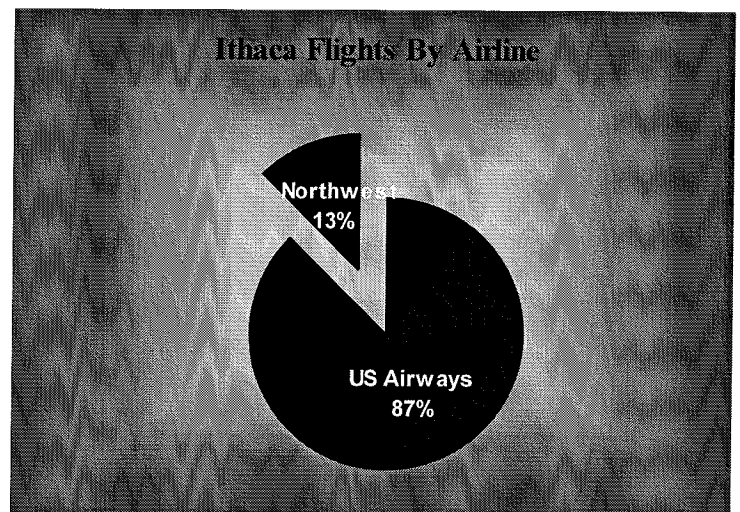
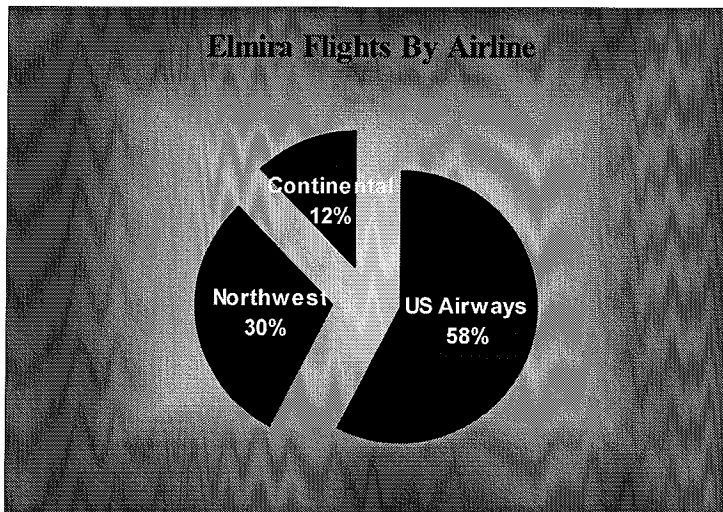
INTERNATIONAL

Calgary, Canada
Edmonton, Canada
Ontario, Canada
Vancouver, Canada
Acapulco, Mexico
Guaymas, Mexico
Guadalajara, Mexico
Hermosillo, Mexico
Ixtapa/Zihuatanejo, Mexico
(seasonal)
Los Cabos, Mexico
Manzanillo, Mexico
(seasonal)
Mazatlan, Mexico
Puerto Vallarta, Mexico
13 International Destinations



Dominance of US Airways at Binghamton, Elmira, And Ithaca Airports

- **66% - 45 flights-** out of Binghamton, Elmira, and Ithaca are operated by USAir
- **BINGHAMTON: 63% - 12 flights**
- **ITHACA: 88% -14 flights**
- **ELMIRA: 58% - 19 flights**



Essential Air Service Grants: **Jamestown, Massena, Plattsburgh, Utica**

Year	Jamestown	Massena/Ogdensburg/Watertown	Plattsburgh/Saranac	Utica
1999		\$233,371		
2000		\$371,836	\$631,353	
2001		\$371,836	\$631,353	\$1,133,415
2002		\$635,144	\$631,353	\$1,133,415
2003		\$429,337	\$631,353	
2004		\$429,337	\$721,198	
2005	\$501,937	\$585,945	\$753,964	
Total	\$501,937	\$3,056,806	\$4,000,574	\$2,266,830
State Total	\$9,826,147			

- Since 1999, New York State has received \$10 million in Essential Air Service subsidies, which provide invaluable air service to small markets all across the state and country. They serve to ensure residents and businesses in these cities have air travel options by providing funding to airlines and airports to keep their flights running.
- **Jamestown, Massena, Ogdensburg, Plattsburgh, Saranac Lake, and Lake Placid all receive significant EAS subsidies.**
- **With five EAS communities, New York ranks fifth in number of EAS communities among all states.**
- In 2004, Schumer lobbied the Department of Transportation which provided EAS funding so Colgan Air could to service Chautauqua County Airport providing affordable airfare from Jamestown to Pittsburgh
- In 2003, the Senate passed Schumer's amendment to protect Essential Air Service, that kept in place an increase of \$63 million for the program while eliminating Federal Aviation Authority (FAA) rules that hurt New York cities.
- Currently, President Bush's budget called for \$52 million reduction in EAS funding, from \$102 million in 2005 to \$50 million in 2006.
- Jamestown and Watertown airports would have lost their entire commercial air service subsidy, with the EAS program only receiving 50 percent of the funds they need for surface transportation such as busses or shuttles.
- In response, Schumer led a bi-partisan coalition to restore funding for EAS. After putting pressure on Budget Committee Chairmen Judd Gregg, funding for EAS was fully restored in this year's Transportation Appropriations Bill to \$110 million.
- This fall, Schumer will offer an amendment to the Transportation Appropriations bill to double funding for EAS, from \$110 million in the bill to \$220 million.